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**Remarks:**

The amendments and remarks presented herein are believed to be fully responsive to the Office Action dated May 17, 2005.

Claims 1-28 are pending in the application. Claims 1-3, 5, 7, 8, 12, 14-17, 20, 22-24 and 26 have been amended as set forth above. The specification has been amended to update incorporated patent applications that have now issued as patents. The amendments are fully supported in the specification and drawings as originally filed. No new matter has been added.

**CLAIM REJECTIONS**

Claims 1-7, 9, 12-14, 16, 17, 20-22 and 24-26 were rejected under 35 U.S.C. §103(a) as being unpatentable over Walker et al., U.S. Patent No. 6,199,014, in view of Kepler, U.S. Patent No. 6,477,460. Claims 8, 10, 11, 15, 18, 19, 23, 27 and 28 were rejected under 35 U.S.C. §103(a) as being unpatentable over Walker et al. in view of Kepler, and further in view of DeLine et al., U.S. Patent No. 6,420,975.

Applicants respectfully traverse the rejections under 35 U.S.C. §103(a) for the reasons set forth below.

Applicants have amended independent claim 1 to clarify that the vehicle-based telematics system is operable to wirelessly communicate between the vehicle and a remote service provider and is operable to download directional information from the external service provider to the control while the vehicle is being driven along a road. The vehicle-based global positioning system determines an initial geographic location of the vehicle and the telematics system determines a destination geographic location in response to the user input. The directional information comprises at least two instructions with each of the at least two instructions being coded or associated with or linked to a respective waypoint geographic location determined by the telematics system to be on a route between the initial geographic

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location and the destination geographic location. The control is operable to generate an information display visible to a driver of the vehicle. The information display corresponds to respective ones of the at least two instructions and is viewable by the driver of the vehicle at or near an interior rearview mirror of the vehicle. The control is operable to provide the information display only when the then current actual geographic location of the vehicle at least generally corresponds to the particular waypoint geographic location associated with the instructions. The control is operable to generate a change in information displayed in response to the current actual geographic location of the vehicle being inconsistent with the route between the initial geographic location and the destination geographic location. Independent claims 12 and 20 have been amended in a similar manner.

Applicants submit that the combination of Walker et al. and Kepler does not disclose, teach, suggest or render obvious the navigation system and method of the present invention, particularly as set forth in independent claims 1, 12 and 20. Walker et al. discloses a system for providing driving directions that provides photographs of locations along a route to be traveled by the vehicle. Applicants submit that there is no disclosure or suggestion in Walker et al. of the navigation system and method of the present invention. For example, Walker et al. does not disclose or suggest generating a change in information displayed in response to the current actual geographic location of the vehicle being inconsistent with a route between the initial geographic location and the destination geographic location. Likewise, Applicants submit that Kepler does not, for example, disclose, teach or suggest providing such a change in information displayed.

With respect to the rejection of the dependent claims, Applicants submit that the combination of Walker et al. and Kepler and DeLine et al. does not disclose, teach, suggest or render obvious the claimed inventions of the dependent claims for at least the reasons set forth above. With particular reference to the rejection of dependent claims 10, 11, 18, 19, 27 and 28, and contrary to the statement in the Office Action that DeLine et al. (at columns 16, 17) discloses a seat adjustment system that is operable to adjust a seat of the vehicle in response to data received via at least one of a vehicle-based telematics system and a vehicle-based global positioning system in response to biometric data pertaining to the

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occupant of the seat of the vehicle, Applicants submit that DeLine et al. (at column 17) discloses that an accessory module may include a seat occupancy detection antenna and/or transducer. Applicants thus submit that DeLine et al. does not disclose or suggest a seat adjustment system that adjusts a vehicle seat in response to a vehicle-based telematics system and/or a vehicle-based global positioning system and/or biometric data.

Accordingly, Applicants respectfully submit that the combination of Walker et al. and Kepler, either alone or in combination with DeLine et al. or with any other prior art of record, does not disclose, teach, suggest or render obvious the navigation system and method of the present invention, particularly as set forth in independent claims 1, 12 and 20 and in the claims depending therefrom. Reconsideration and withdrawal of the rejections of claims 1-28 is respectfully requested.

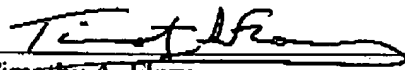
Claims 1-28 remain pending in the application. Applicants respectfully submit that claims 1-28 are in condition for allowance and a notice to that effect is earnestly and respectfully requested.

Respectfully submitted,

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